

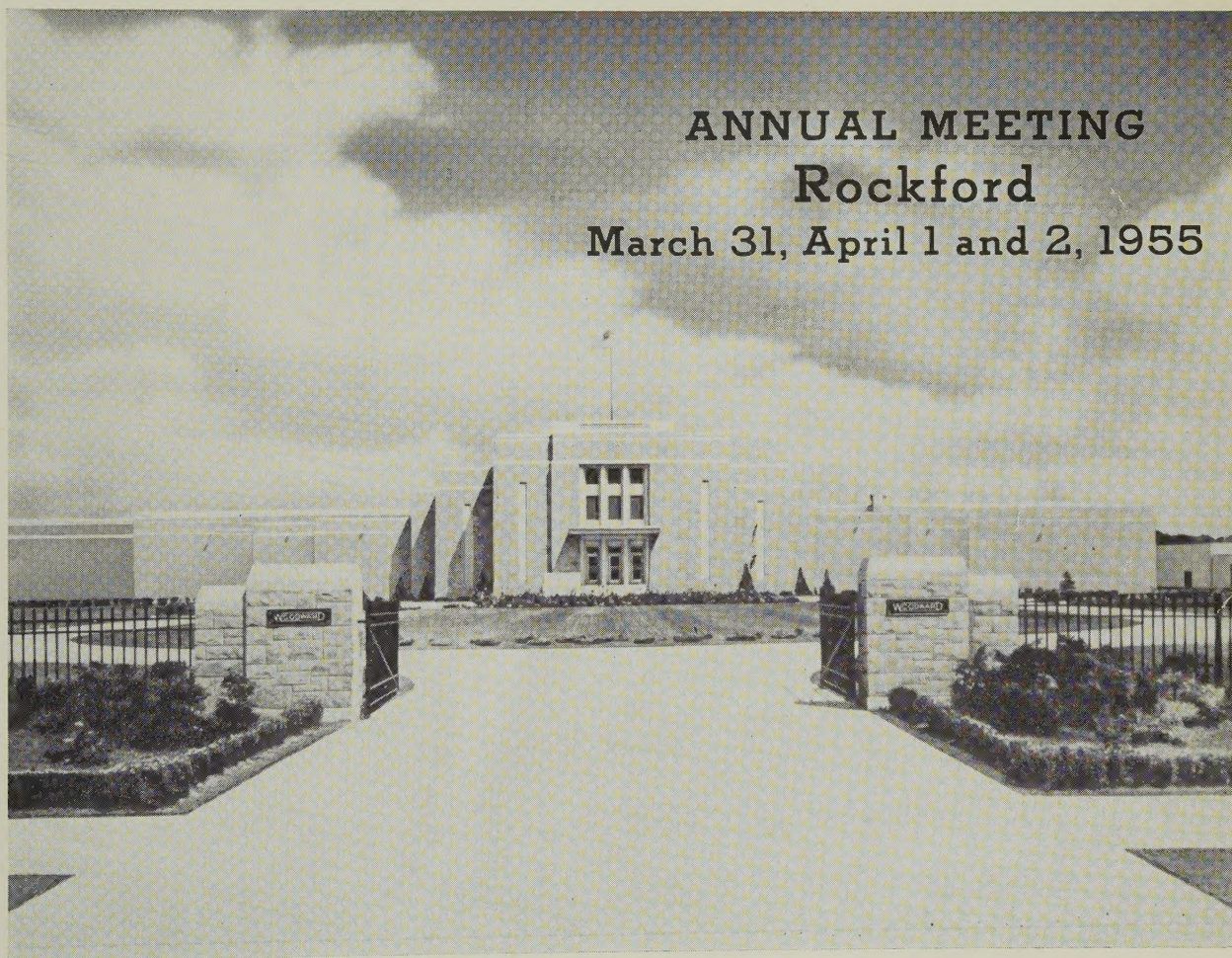


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the **ILLINOIS ENGINEER**



ANNUAL MEETING ISSUE



**ANNUAL MEETING
Rockford**
March 31, April 1 and 2, 1955

PLANT OF WOODWARD GOVERNOR COMPANY - ROCKFORD
(Scene of Friday Luncheon for the Ladies)

★ ★ ★
THE ILLINOIS ENGINEER, MARCH, 1955—VOLUME XXXI, NO. 3

Address all communications to the Society at 614 East Green St., Champaign, Illinois.
The Society is not responsible for statements made or opinions expressed in this publication.

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Affiliated with the National Society of Professional Engineers

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Of Interest to I. S. P. E.

THE ILLINOIS ENGINEER—THIS MONTH

70th Annual Meeting

The Annual Meeting is the climax of the Society's administrative year. It is the time when the Society looks backward to judge the accomplishments of the year just past and looks forward with renewed hope toward the possible accomplishments of the year ahead. It is the time when the Officers render an accounting of the trust that has been placed in their hands by the society membership and it is the time when Committees report on their progress in the direction of the economic and social welfare of the engineer. It is the time when new Officers and new Committees accept their charge. But it is also the time for the meeting and greeting of old friends. It is the time when the relaxation that accompanies good fellowship, as well as business, has an opportunity in society affairs.

The meeting to be held in Rockford on March 31 and April 1 and 2 will be no exception to the ideas expressed above. A fine Men's Program and a fine Ladies' Program has been planned and is ready to go. If your plans to attend have not already been completed, make them now. Take your wife and enjoy the hospitality of Rockford Chapter.

W. A. OLIVER, Editor

FROM CAPITAL CHAPTER CHATTER

Legislative Dinner Re-scheduled

That March date for Capital's Biennial Legislative Dinner is off. New date set is Tuesday, May 17.

You can't imagine all the factors to consider in arranging such an affair. For instance, can the Governor come? Will the legislators be in town? Any conflict with other organizations hosting the same guests? And several more, like getting a big enough banquet hall.

Poor Walt Worsham! Here he had planned decorations and favors along the St. Pat theme, which is now out the window. How about a "Spring Breezes and Gentle Flowers" theme, Walt? I hear that the entertainment being cooked up will carry the breezy part of the theme.

Big problem: to seat 500. Not too early for other chapters to contact their own legislators so that they can make table reservations for the right number. Don Magowan and Les Ryburn are taking the reservations.

MADISON COUNTY CHAPTER DISCUSSES TAXES

On February 8th, Madison County Chapter held a meeting at which Mr. Dowel Fowler, assessor of Godfrey Township, and Mr. James Gorman, assessor of Alton Township, discussed the establishment of tax rates.

SMORGASBORD—70th ANNUAL MEETING

by MRS. ROBERT AHLGREN

"When in Rome do as the Romans do"—so the saying goes. However, when in Rockford, do as the Swedes do, and that means smörgåsbord. To increase your appreciation and enjoyment of the smörgåsbord planned for Thursday night, March 31, at the Forest Hills Country Club, we thought a short résumé of this well-known Swedish cookery would be in order.

Smörgåsbord (pronounced *smir-goes-board*) literally means buttered bread, or spread and butter. However, it may be as simple or as fancy a meal as meets your taste and pocketbook as long as it includes pickled herring, meat balls and potatoes. As the translation implies, it should also include several kinds of bread, especially knäckebröd, crisp Swedish rye; limpa, sweet rye; and a dark bread such as pumpernickel.

The smörgåsbord originated in the old Viking feast days. As distances were very great and travel difficult when the clan gathered for weddings, christenings and funerals, they stayed days and even weeks. To make it easier for the hostess, the guests all brought food—each guest trying to outdo the other and each bringing the food from his district. Thus there was cheese and greens from the inland farms, fish from the seas and lakes, and game from the vast forests. All this array was laid out on long tables and the guests sampled them all.

The layman confronted by this tempting display usually loads his plate and digs in. However, the very idea of some of everything on one plate would give a good Swede indigestion. There is a particular order for the food to be eaten to appreciate most fully each item and a separate plate is in order for each course. First the fish, especially and always herring, is eaten with bread and butter and nubben (aquavit) or beer. Then you should start again with a fresh plate and sample the meats and salads; and last of all, the hot dishes and cheeses.

As symbolic of Swedish hospitality as smörgåsbord is the traditional toast, "Skal!" Swedes toast with every

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READ THE ADVERTISEMENTS

SUBSCRIPTION RATES

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sip, before, during and after the meal. "Skal!" is a toast to the health of your friends, and a toast to gracious living. It's a "thank you" to your host and a "come again" to your guests. So to the engineers and wives, one and all, Rockford I. S. P. E. says "Skal!"

ROCKFORD—SCENE OF 70th ANNUAL MEETING

by MRS. ROBERT AHLGREN

It seems quite fitting that the Illinois Society of Professional Engineers should hold their convention this year in Rockford. According to the February, 1955, issue of *Readers Digest*; the best Swedish contribution to America has been great engineers, and this same article also adds that Rockford is one of only two cities in the United States with a population predominantly Swedish.

Rockford, Illinois, 17 miles south of Wisconsin and 90 miles northwest of Chicago, is located on the Rock River with a population of 105,438. It was founded in 1834 by Germanicus Kent and Thatcher Blake. However, long before this it was the scene of the early Blackhawk Wars and many Indian names are still to be found here.

In 1852, with a population of 2500, Rockford was incorporated as a city. Then it was just a muddy stop on the stagecoach line to Galena, but the entrance of the railroads later that same year started the wheels of Rockford industry turning. Now there are 400 Rockford factories manufacturing 300 different products. Such nicknames as "Toolmaker for the Nation," "Furniture Capital," and "The Reaper City," attest to their success. Rockford is proud of being the second largest machine tool center in the world. The majority of Rockford industries are home owned and controlled. In fact, 85% of them are built around the inventions and creative genius of its own citizens.

Three-fourths of the "Forest City" families own their own homes and 30 denominations support 81 churches. A symphony orchestra, art gallery, the famous Mendelssohn Club, museum and library contribute to the cultural interests of Rockford residents. Also well known throughout the country is Rockford College, founded in 1847, one of the oldest women's colleges in the United States. There are country clubs, women's clubs, and service and fraternal organizations for the social side.

Rockford has also produced its quota of outstanding world figures. To name only a few, there are Colonel Fred Ascani, Air Force pilot, who in 1951 set a new speed record for jet planes; Albert G. Spalding, great pitcher and sporting goods manufacturer; Jane Addams, founder of Hull House in Chicago; James Henry Breasted, famous author; Frank LaForge, noted composer; Doris Lee, modern painter; Martin Johnson, world traveler and famed lecturer and author; Admiral John Dufek, explorer; Fannie Jewett, physicist; Sammy

Mandel, world champion prize-fighter; and Barbara Hale, movie and TV star.

We hope you are planning to come to Rockford and explore it for yourself at the convention this March.

SOILTEST HAS NEW CATALOG AVAILABLE

The new 104-page catalog just released by Soiltest, Inc., 4520 West North Avenue, Chicago 39, Illinois, contains descriptions and illustrations of over 1250 items of apparatus for engineering tests of soils, concrete, asphalt and construction materials. Included are suggested laboratory layouts with equipment lists for soils, concrete and asphalt laboratories.

KEWANEE-ROSS ISSUES REVISED CATALOG

Kewanee-Ross Corporation, Kewanee, Illinois, announces a revised edition of their 32-page General Catalog, No. 80 for 1955, published especially as a condensed but complete product guide for the Architect, Engineer and Heating Contractor. The alphabetical index, illustrations and tables are so arranged as to provide smooth, easy-to-read reference data from cover to cover. This colorful catalog contains the latest, most authentic and complete information on the entire line of Kewanee high- and low-pressure steel boilers for commercial, industrial and residential use.

Copies are available by writing Kewanee-Ross Corporation, Kewanee, Illinois, or their branch office serving your locality.

THE GREEN PASTURES

There is such a thing as taking ourselves and the world too seriously, or, at any rate, too anxiously. Half of the unrest and dismal, profane sadness of modern society comes from the vain idea that every man is bound to be a critic of life, and to let no day pass without finding some fault with the general order of things, or projecting some plan for its improvement.

And the other half comes from the greedy notion that a man's life does consist, after all, in the abundance of the things he possesses, and that it is, somehow or other, more respectable and pious to be always at work making a larger living, than it is to lie on your back in the green pastures and beside the still waters, and thank God you are alive.

—Henry van Dyke.

The bigger a man's head, the easier it is to fill his shoes.

— Henry A. Courtney.

**70th Annual Meeting
Hotel Faust, Rockford
March 31, April 1 and 2, 1955**

Officers to be Installed at 70th



DWAIN M. WALLACE

PRESIDENT-ELECT DWAIN M. WALLACE

In proposing Mr. Wallace as its official nominee for President, the Nominating Committee followed a long-established precedent, whereby state officers have been selected from among members having a record of long service to the Society. He became a member of I.S.P.E. in 1936 and a national member in 1945. During the years of his membership he has been active on many committees. Recently he played a part in the establishment of the Society's first student chapter at Bradley University in Peoria. He also assisted in the formation of the Peorians Chapter which he represented on the Board of Direction in 1951-52.

Mr. Wallace is owner of Wallace Engineering Co., Professional Engineers and Surveyors, Peoria. Prior to the formation of his own firm, he had been associated with Mr. Jacob A. Harmon, veteran member of the Illinois Society, from whom he purchased his present business in 1951. Earlier he had been employed as Assistant Engineer with the White Engineering Co., and also served in the elective office of County Surveyor from 1932 to 1936.

He is a Registered Professional Engineer and Licensed Land Surveyor in Illinois. He is a member of the American Society of Civil Engineers, the Western Society of Engineers, and the American Congress on Surveying and Mapping.

Advancing Mr. Wallace to its highest office was an indication of good judgment on the part of the society membership.



ROYCE E. JOHNSON

VICE-PRESIDENT-ELECT ROYCE E. JOHNSON

Mr. Johnson became a member of I.S.P.E. in 1947, and of N.S.P.E. in 1952. Prior to this he had been a member of the Wisconsin Society of Professional Engineers from about 1938 to 1947. Society activities include two years as president of Rockford Chapter, during which period Ladies' Auxiliary Unit No. 4 was organized.

Before employment in 1943 with the Barber-Colman Company where he is now manager of the General Engineering Laboratory, Mr. Johnson was, simultaneously, part-time assistant Professor of Electrical Engineering at the University of Wisconsin, Director of the Electrical Standards Laboratory for the University and Public Service Commission of Wisconsin, and consulting engineer for the Wisconsin State Department of Architecture and Engineering.

He is a Registered Professional Engineer in Illinois and Wisconsin, a Fellow of the American Institute of Electrical Engineers, a senior member of the American Society of Tool Engineers, and a member of The American Society for Engineering Education. Non-technical organization affiliations are Emmanuel Lutheran Church, American Interprofessional Institute, Kiwanis Club and Chamber of Commerce.

Mr. Johnson has amply served his apprenticeship for the honor which the Society is bestowing upon him. We can look forward to good times under his leadership.

The surest way to get somewhere is to know where you are going . . .

Program—70th Annual Meeting

FAUST HOTEL, ROCKFORD, ILL., MARCH 31, APRIL 1 and 2, 1955

[PROGRAM SUBJECT TO CHANGE]

MEN'S PROGRAM

Wednesday, March 30

P. M.
7:30 Registration opens.
Welcoming Committee in attendance until
10:00 p.m.

Thursday, March 31

A. M.
8:00 Registration opens.
8:30 Board of Direction meeting (open to members of the Society).
12:00 Luncheon for Board of Direction, members and Rockford engineers and executives.
Address by Mr. Francis C. Spence, Executive Secretary, Rockford Chamber of Commerce. Subject of interest to Engineers.

P. M.
2:00 Resumption of Board of Direction meeting.
2:00-4:00 Inspection trips to:
Greater Rockford airport
Sanitary District plant
Central Illinois Electric and Gas Co. generating plant
J. L. Clark Mfg. Co.
Woodward Governor Co.
Riverdahl School Engineering exhibit
(Others if requested)
5:30-6:45 Cocktail hour at Forest Hills Country Club
7:00 Smörgåsbord and entertainment at Forest Hills—Rockford Chapter, hosts.

Friday, April 1

A. M.
8:00 Registration.
9:00 Annual Meeting of the Society.
12:00 Luncheon—Address by N.S.P.E. President Clarence T. Shoch.
P. M.
2:00 Resumption of business meeting.
5:00 Adjournment.
5:30-6:45 Cocktail Hour at Faust Hotel.
7:00 70th Annual Banquet at Faust Hotel.
Address by Dr. Kenneth McFarland, General Motors Co.

Saturday, April 2

A. M.
8:15 Organization and Meeting of 71st Board of Direction (open to members of the Society).
12:00 Adjournment—Lunch.

LADIES' AUXILIARY PROGRAM

Thursday, March 31

A. M.
8:00 Registration.
10:00-2:30 Reception Committee provides cars for shopping and sightseeing.
P. M.
2:00-4:00 Tea, sponsored by Rockford Auxiliary.
5:30 Participate in Men's program.

Friday, April 1

A. M.
8:00 Registration.
9:00 Bus trip to Wagon Wheel Lodge for breakfast and program.
11:00-4:30 Sightseeing trip through Woodward Governor plant.
Lunch at YMCA Log Lodge.
Riverdahl School Engineering exhibit.
P. M.
5:30 Participate in Men's program.

Saturday, April 2

A. M.
9:30 Informal breakfast.

SPEAKER AT ANNUAL BANQUET

Dr. Kenneth McFarland, educational consultant and lecturer for General Motors, is a nationally-known educator and speaker.

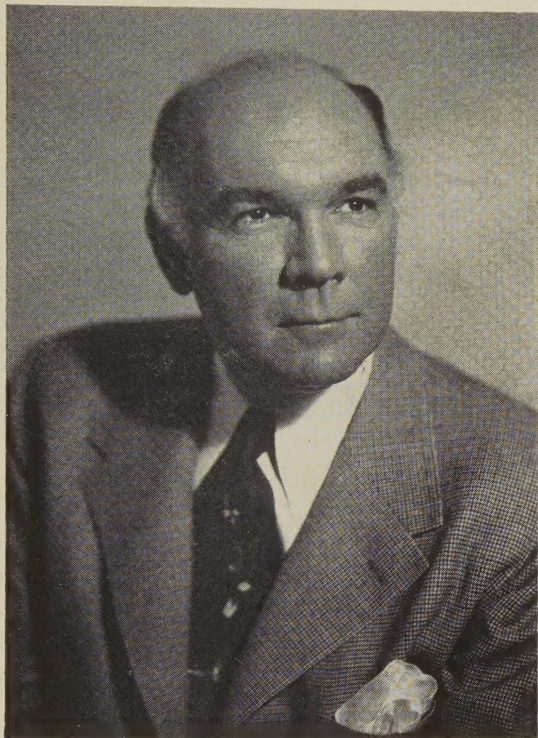
He is a native Kansan, graduate of Pittsburg State College in Kansas; has a master's degree from Columbia University; and earned his doctor's degree in education at Stanford University.

During his twenty-four years' experience as a school administrator he gained recognition as a leader in that field. The modern McFarland Trade School, which he designed and built at Coffeyville, Kansas, is named in his honor. His dynamic and practical philosophy of education has met with enthusiastic response from

Rockford—March 31, April 1, 2, 1955

teachers and also students in teacher training institutions. As a result, he probably has addressed as many important educational gatherings in recent years as any other American.

Because of his wide contacts which enable him to keep abreast of social and economic developments, he is in constant demand as a speaker for large business and civic groups.



DR. KENNETH McFARLAND

His lectures in meetings of management groups in General Motors are an important part of his service to that organization. To a limited degree he is sponsored by GM as a speaker for outside groups.

He has his office in Topeka, Kansas and lives with his family on his farm at the edge of town. By maintaining his headquarters in the center of the country he can be in his office all day and in practically any place in the U.S. or Canada the next morning.

One airline company recently described him as "America's No. 1 Air Passenger" and said "Dr. McFarland sees more people in more different places in the United States and Canada, and does it in shorter periods of time, than any other American." This fact gives Dr. McFarland the advantage of "on-the-spot" observation and reporting.

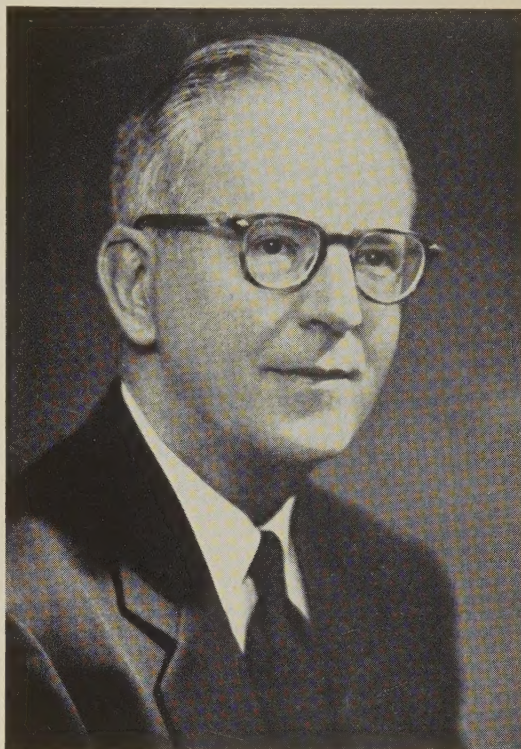
And in operating his 140-acre farm, he feels he can best retain the spirit of America by living close to the soil as he covers the country in his direct and indirect contacts with people in all walks of life.

Hear Dr. McFarland at the 70th Annual Banquet.

SPEAKER AT THE ANNUAL LUNCHEON

Clarence T. Shoch, President, National Society of Professional Engineers

Clarence T. Shoch was born in Bridgeport, New Jersey, two days before Christmas, 1900. His parents were J. Morton and Ellen F. Shoch. His secondary school education was obtained at Bridgeport grammar and Woodbury high schools. In 1924, he earned his bachelor of science degree in electrical engineering at Philadelphia's Drexel Institute of Technology. At Drexel, he was admitted to Tau Beta Pi, the national honorary engineering fraternity.



CLARENCE T. SHOCH

Mr. Shoch's formal education didn't stop with his graduation from Drexel, however. He has since participated in many supplementary courses and training mediums through the years as a means of advancing knowledge and interest in his work.

His first job upon graduation from Drexel was as a repairman for Pennsylvania Power and Light. He's been with the utility ever since except for the five years he spent in the late 'twenties and early 'thirties on leave to the Commonwealth of Pennsylvania as electrical engineer and engineer of plans and specifications. In the latter capacity, Mr. Schoch gained supervisory experience directing engineers and architects employed by the state to design institutional buildings and service facilities throughout Pennsylvania.

As PP&L field engineer in 1926, Mr. Shoch supervised acceptance tests for his company's hydroelectric equip-

ment and for the largest steam generating units on company property. In 1927, his company promoted him to the post of test engineer. During this period he took part in interesting projects such as the synchronization of an electric generator as a condenser by utilizing compressed air instead of steam to drive the turbine. Mr. Shoch counts such experimentation as affording him rich experience in engineering research. Later, as plant betterment engineer for the growing central eastern Pennsylvania electric utility, he gained further experience in reviewing the performance of power generating facilities and in making suggestions for improvement.

In 1936, he became associated with his company's promotional programs as an industrial sales representative. In this capacity and in his later role as industrial sales manager he dealt with the utility's largest industrial customers. From the position of industrial salesman, Mr. Shoch rose rapidly to industrial engineer, system sales representative, commercial and industrial sales manager, and manager of the industrial sales department. In 1951, he was promoted to the position of assistant to vice president, commercial.

His experience at PP&L over the past thirty years has been excellent preparation for his work on a broad industry basis with Edison Electric Institute and Pennsylvania Electric Association. As an EEI member he was a founder of the Industrial Electrification Council which develops desirable economic relationships between industries and electrical power suppliers.

Mr. Shoch's surpassing interest in the development of professional engineering is well known. He has always worked towards the improvement of the capability of engineers, the scope of their work, and the maintenance of a satisfactory atmosphere in which the professional engineer's work is performed.

He has been president and state director of the Lehigh Valley Chapter, and president, Pennsylvania Society of Professional Engineers. He is also a past national director and past vice president of the northeastern region of the national society. On the national level, also, Mr. Shoch has been chairman of the N.S.P.E.'s legislative and unity committees and of its committee on relations with Engineers' Joint Council.

As titular head of N.S.P.E., with its 33,000-plus members working through more than 300 local chapters and 39 states, he has traveled far and wide. His attendance at the conventions and gatherings of the various member units of the professional society requires travel of upwards of 50,000 miles a year. An example of the travel requirement is a recent week which found him in Omaha, Nebraska on Saturday, New York City on Tuesday and St. Louis on the following Friday. Most of his traveling is necessarily by air.

Mr. Shoch has appeared before committees of both houses of Congress in support of the "professional provisions" of the Taft-Hartley law. In his presentations, he introduced to Congress the principle of "freedom of association" among engineers without regard to levels or labor status of employment.

His other professional affiliations include American Institute of Electrical Engineers, Engineers Club of Philadelphia, Engineers Club of the Lehigh Valley, Edison Electric Institute, and Pennsylvania Electrical Association. He is a past president of the Interstate Power Club of New York.

An active community citizen, Mr. Shoch has been associated with Boy Scout Council work for many years and is a member of the Allentown, Pennsylvania Chamber of Commerce, Asbury Methodist Church and Lehigh Consistory.

His hobby of sailing has been greatly curtailed by increased professional duties as president of N.S.P.E. For years, he has spent a good share of his summers at his camp near Pennsylvania's beautiful Lake Wallenpaupack.

Other recreational activities enjoyed by Mr. Shoch are tennis, hiking, and movie photography. In company with his wife and three children he has traveled extensively in this country and Canada.

He married the former Marie H. Vickery at Bridgeport, New Jersey, in 1925. Their children are Clarence T., Jr., a chemical engineer for Dupont in Charleston, West Virginia; Nancy Shoch Pietrobon, an Allentown, Pa. housewife, and C. Roger Shoch, a Lehigh University senior. They have two grandchildren.

FOR LADIES ONLY—70th ANNUAL MEETING

by MRS. ROBERT AHLGREN

One of the most delightful eating spots around Rockford is the Wagon Wheel, scene of the April 1 breakfast for the wives of conventioning I.S.P.E. Located 15 miles north of Rockford at Rockton, its natural wooded grove is a perfect background for this unique restaurant and hotel.

The restaurant, built 19 years ago, is made of whole logs with rough wood floors, exactly like the early cabins that stood in the same spot. However, this modern-day replica is a good deal bigger. It contains three large dining rooms; the Early American Room, the Trophy Room and the Garden Room, and a large bar. Such interesting items as the huge open fireplace, trees with squirrels in them "growing" in the bar, and the many lovely antiques make a meal there a memorable occasion. Also on the premises for browsing or buying is the "Gayle's Roost" gift shop.

Four years ago a hotel of 104 rooms in the same style of architecture was added. Another attraction is a large, glassed-in swimming pool for year-round use. The Wagon Wheel is also located across the highway from Macktown public golf course, an added incentive for the sports-minded hotel guest.

Make each new morning the opening door to a better day than the one before.

Believe in yourself, and what others think won't matter. — Emerson.

70th Annual Meeting—Planning Ladies' Program



Plans for participation by the women's auxiliary of the Illinois Society of Professional Engineers in the society's 70th annual convention were launched at a recent meeting in the home of Mrs. William Howard, 1615 Westchester Drive. Present were, from left to right, Mrs. Frank Polkowski, refreshment chairman; Mrs. Claude Love, refreshment co-chairman; Mrs. William Howard, hostess at the meeting; Mrs. Arthur Myers, general co-chairman; Mrs. J. B. Schubeler, general chairman; Mrs. Curtis G. Dodge, tour chairman; Mrs. Roger K. Ericson, entertainment chairman; and Mrs. C. V. Chapman, co-chairman of the reception committee. The other reception committee co-chairman, Mrs. Clarence H. Wilson, was not present when this picture was taken.

LADIES' PROGRAM AT ROCKFORD

Plans for participation by the women's auxiliary of the Illinois Society of Professional Engineers at the Society's 70th Annual Meeting, to be held in the Faust Hotel, Rockford, March 31 and April 1, have been completed.

Women's events on the 31st will include a tea in the home of Mrs. Royce Johnson, 415 Summit street, in the afternoon and cocktails and smörgåsbord in Forest Hills Country Club in the evening. April 1 events will include a breakfast and fashion show in the Wagon Wheel restaurant in Rockton; a bus tour of Rockford; lunch at the Woodward Governor plant; attendance at an engineering exhibit in Riverdahl School; and the Society banquet at night.

Mrs. J. B. Schubeler heads the committee in charge of arrangements. Mrs. A. A. Myers is assisting her. Named to various committees at a meeting held in the home of Mrs. W. S. Howard, 1615 Westchester Drive, were:

Greetings and Information—Mrs. C. H. Wilson and Mrs. C. V. Chapman.

Publicity—Mrs. Robert Ahlgren.

Decorations—Mrs. Edmund J. Groneki and Mrs. John Duguid.

Entertainment—Mrs. Roger Ericson.

Rockford Tour—Mrs. Curtis Dodge.

Coffee tables—Mrs. C. E. Love and Mrs. Frank Polkowski.

Wagon Wheel Breakfast—Mrs. C. R. Putz and Mrs. A. J. Arnold.

Cars—Mrs. C. W. Freeberg.

Tea Hostesses—Mrs. Lyle Porter, Mrs. Freeberg, and Mrs. Jack Grubb.

Mrs. Charles Debes, Rockford, is president of the Auxiliary.

ROCKFORD AUXILIARY

The Rockford Auxiliary of the I.S.P.E. met January 10, 1955, at the home of Mrs. Arnold Lundgren. The main business of this meeting was planning for the convention to be held in Rockford March 31 and April 1. Mrs. J. B. Schubeler was appointed chairman for the

women's activities for the convention and Mrs. A. A. Meyer will be her assistant.

After the business meeting Royce Johnson, research engineer and vice-chairman of the men's group, gave a most interesting and informative discussion on the development of science in atomic energy.

FOR A NATION ON WHEELS

The massive road-building program proposed by President Eisenhower's Advisory Committee on Highways denotes at last acceptance of the principle that the United States can no longer be satisfied with the making of small plans for the automobile. The spending of \$101,000,000,000 for modernization and expansion over a ten-year period by the Federal Government, states and other levels of jurisdiction would be sound investment in the future of America.

The program can be financed without undue hardship on the economy. It will be a productive expenditure, saving lives, opening new areas of the country to business, industrial and recreational development and stimulating the fuller enjoyment of our resources. When we consider that there is an automobile for about every third person in our population it is clear that the problem of highways cannot be adequately dealt with on anything less than an intelligently planned, long-range basis. To survey this need was the task of the five-member committee headed by Gen. Lucius D. Clay.

The interest and responsibility of the Federal Government in this problem are, of course, apparent. Inter-state commerce must flow, as our very lifeline. Top-side direction must be given, so that the end result has connection and integration. The states, within the limits of their resources, have struggled with an insuperable challenge. The cities, built for the vehicles of another generation, have fought a losing battle and one in which their plight as the focal center of traffic brought to their borders has not been fairly recognized.

To see this matter in proper perspective one must remember that the automobile—only about 50 years ago—gave birth to the need for a whole new, additional transportation system, with hard-top road. Whereas earlier the railroad and waterway provided all long-distance travel, the automobile began within the memory of the middle-aged today to make its insatiable demands as a third and overwhelmingly competitive carrier, shortly to be supplemented by a fourth, the airplane. The automobile's appetite was not adequately foreseen. We never caught up with first, basic needs. The original roads have long since been outmoded by today's number of cars, by today's swiftness. The result was a deficit in highway building that grew worse year after year.

We suppose that much of the debate, as this plan is threshed out in Congress, and elsewhere, will turn upon the sharing of costs, and whether the Federal Government should assume more than the approximately 30% contemplated. The federal share would be underwritten,

it is hoped, by the present 2-cents-a-gallon gasoline tax. A special highway corporation would be set up as a device to avoid increasing the federal debt, and bond issues would be retired through Congress setting aside each year funds drawn from the motor fuel taxes. By requiring lower levels of government to match certain funds the Federal Government hopes to encourage a stepping up of construction on those levels to make the \$101,000,000,000 goal, of which the federal share would be \$31,225,000,000. Where states and cities will find such money is one of the major questions that lie ahead.

The prospect of having, in a decade or thereabouts, the great modern highway system we actually need right now is exciting. We know already, from such pioneers as the Pennsylvania Turnpike and its successors, what the dividends are, in time saved, in lowered use of gasoline and Diesel fuel, in repairs and maintenance costs saved on cars and trucks. Every new highway exceeds the preliminary estimates of use. Every major toll facility more than pays its way. Thus—although the federal part of this new program is not one based on the toll principle of financing—we have plenty of evidence that the American motorist (and who isn't?) is more than willing to foot the bill for good highways. While the details of the program will of course deserve careful study, we applaud and support this attempt to see the problem whole, to prepare for the future and to get concerted, prompt action.

—New York Times.

TRAVELERS' AUTOS TAGGED FOR STATION PARKING

Out-of-town travelers may leave their automobiles in station parking lots for the duration of their trip, under a new parking identification system the Burlington has placed in effect at its new Quincy, Ill., west station and also at Omaha.

The heart of the new system is a special windshield sticker to be obtained from the depot ticket agent before departure. Affixed to the windshield, the sticker indicates the type of car, license number, and trains and times of departure and return of the owner. Thus, railroad special agents are able to identify all vehicles which have proper reason for being parked in station lots beyond normal daily parking periods. A duplicate portion of the sticker is retained on file by the ticket agent.

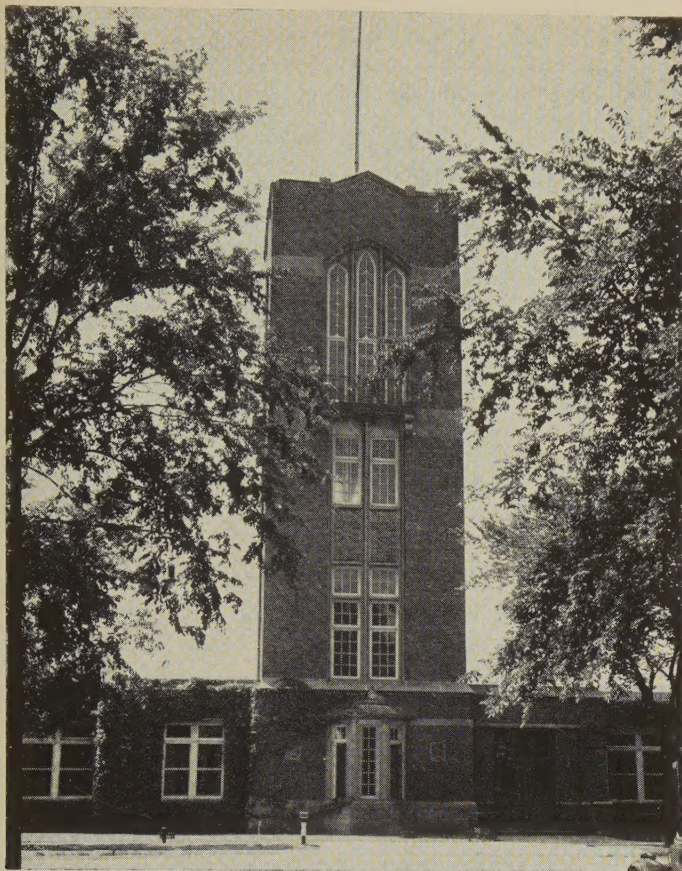
The collected pleasures of everyday life fade quickly away unless there is at the heart of them the gladness of having done something that has made someone happier.

The man who makes a mistake and doesn't correct it, thereby makes another mistake.

Life is long enough for him who knows how to use it.

—Voltaire.

Lose an hour in the morning and you will be all day hunting it . . .



J. L. CLARK MANUFACTURING CO., ROCKFORD

The J. L. Clark Manufacturing Co., manufacturers of over 2500 types of metal containers for dry and paste form products, may be visited on one of the inspection trips at the 70th Annual Meeting in Rockford on Thursday, March 31st, next.

WHAT MAKES MEN GREAT

It is a source of wonder to many how some men find time to do so much. It is worth remembering that great men have but a few hours a day to be "great." Like the rest of us, they must dress, bathe, and eat; and being human, they must make visits to the dentist, physician, manicurist, barber, and have conferences with their wives about domestic and family affairs.

This leaves them not much more than eight hours a day to pursue their greatness. Some of these hours must be given to the job of keeping informed. They must read newspapers, reports, listen to their associates, review plans, sign papers, and get to and from their different meeting places, which often are hundreds of miles apart. Hence, they have less time to be "great" than might be supposed.

What makes men great is their ability to decide what is important, and then focus their attention on it. Another factor is their energy and determination, and this accounts for their ability to do so much more than ordinary mortals. Great men never attempt to postpone unpleasant tasks.

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—Goethe.

70th Annual Meeting
Hotel Faust, Rockford
March 31, April 1 and 2 1955

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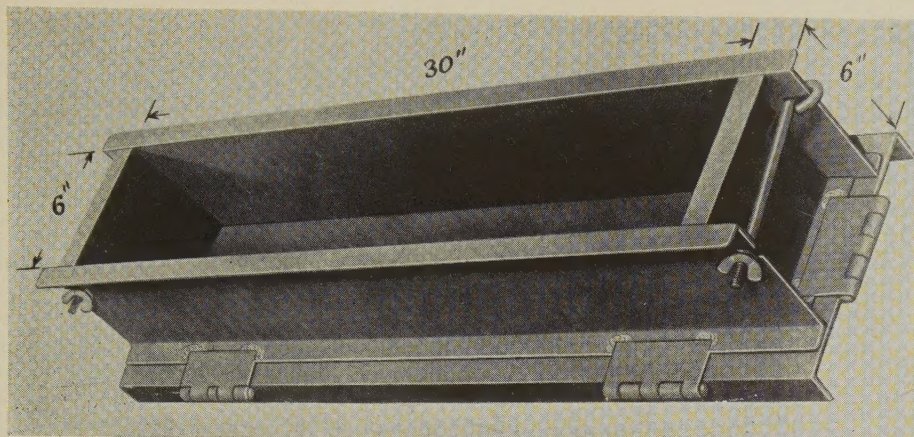
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I hold every man a debtor to his profession; from the which as men of course do seek to receive countenance and profit, so ought they of duty to endeavor themselves by way of amends to be a help and ornament thereunto.

Sir Francis Bacon

COST OF LIVING INDEX

The cost of living correction factor to be applied to the I.S.P.E. Schedule of Minimum Fees and Salaries is based upon the Consumer Price Index of the 1947-49 average as determined by the Bureau of Labor Statistics. On the 1947-49 base the correction factor for January, 1955, is 114.3.



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March is the time of year when the winds really howl. The cold winter is almost over and everyone is thinking of spring. Now is the time to look for that new position you have been dreaming about. Let us help you find what you are looking for. Employers, if you're looking for an engineer, we would be glad to have you drop in and list your specifications with us.

JH

MEN AVAILABLE

Res. & Dev. 44. M.S. E.E. 8 yrs. charge of electrical and mechanical design of H.P. motors, household appliances, and transformers motors and production problems. 6 yrs. taught Jr., Sr., and graduate course in elect. enrg. \$9000. Midwest. 100 PE

Field Engr. 30. One yr. making surveys of land. 15 mos. layout, inspection of heat expansion records. 6 yrs. drawing, checking, layout, insp. pertaining to piping. \$6500. Midwest. 101 PE

Chief Engineer. 36. M.B.A. M.E. 7 mos. design pneumatic and hydraulic control systems. 7 yrs. liaison engineer for laboratory director. \$8000. U.S. 102 PE

Off. Engr. 37. C.E. 3 yrs. design and computations of reinforced concrete for super-highway bridges, and petroleum refineries. 9 mos. detail drawings of structural steel for commercial buildings. 15 mos. surveys of pipeline. \$6200. Midwest. 103 PE

Metallurgist. 21. Four mos. spectrographer to determine composition of zinc and aluminum die castings and warn of contamination. Chicago. \$4100. 104 PE

Gen. Mgr. 55. Twenty yrs. designing, installing and supervising those products, processes controls, procedures, systems and methods needed in sales, administration, engineering and production. \$18,000. U.S. 105 PE

Factory Mgr. 39. M.E. 7½ yrs. resp. for production, maintenance, labor relations, and cost reduction. 1½ yrs. design and development of water treatment lab. 5½ yrs. design and procured spec. jigs, fixtures, specified st'd., tools and gauges. \$900/mo. U.S. 106 PE

Chief Engr. 28. C.E. 10 mos. resp. for enrg. dept. of steel and iron works. 9 mos. draw plans for grading layouts of gas meter sites. 3 yrs. design and drawings of grades, drainage, right-of-way and layouts of plans of roadways for superhighways. \$5900. West. 107 PE

Factory Mgr. 52. M.E. 27 yrs. charge of personnel plant maintenance, piece work rates, production, purchasing, accounting,

public relations, estimating, and enrg. \$9000. Midwest. 108 PE

Sales Engr. 31. C.E. 16 mos. supt. of constr. for contractor. 7 mos. design of foundry eqpt. 3 yrs. 9 mos. design and detail for fabricators of steel plate. 22 mos. supervising and keeping records and logs for tests of various R. R. bridges. \$135/wk. Chicago. 109 PE

Designer. 49. Six yrs. design of plant facilities, special machinery, metal stampings, forging presses, structures, of strip steel, presses and forge plant. \$6000. Chicago. 110 PE

Plant Engr. 31. M.E. 3 yrs. process plant design with emphasis on material handling eqpt. and controls. 3 yrs. field testing and balancing and design of industrial and commercial air cond., heat and vent. systems. \$7200. Midwest. 111 PE

Dist. Mgr. 36. M.E. 15 mos. sales of boiler insulation. 9 yrs. regional, technical and serv. mgr. for diesel engines and allied products. Midwest. \$8000. 112 PE

Field Engr. 32. C.E. 27 mos. specification writing and estimating on roads, bridges, and factory bldgs. 14 mos. resident engineer of storm sewers and sanitary systems. 26 mos. supv. and estimating general construction. \$7200. Chicago. 113 PE

POSITIONS AVAILABLE

Structural Engrs. B.S. or equiv. exp. Age: 35-50. Pref. Married. 8-10 yrs. exp. Struct. and archtl. eng. des. capable of heading design group. Struct. concrete design of checking. Prefer exp. in industrial type work. Duties: calculate design struct. steel, concrete foundations for industrial eqpt. of buildings. Write requisitions and material takeoff. Check fabrication drawings, etc. Good at lettering. Salary up to \$700/mo. dep. on exp. Employer will pay fee. No traveling. Location: Chicago. C-2576(a)

Instrument Engr. B.S. or equiv. Age: 30-40. Pref. Married. 5-8 yrs. exp. instrumentation of chemical type process plant. Working knowledge of electrical engineering. Duties: instrument specification writing, assist electrical engineer as checker and minor design. Sal. up to \$625 per month dep. on exp. Empl. will pay fee. No traveling. Loc.: Chicago. C-2576(b)

Sales-Structural Steel. C.E. or M.E. 5 plus yrs. exp. in detailing and checking structural steel. Must have structural license. Knowledge of enrg. and estimating. Duties: detailing, estimating and selling structural steel products and fabrications. For a mfr.

of structural steel. Sal.: \$120-\$150/week. Employer will negotiate fee. Location: Indiana. C-2577

Staff Plant Engr. M.E. Age: to 50. 5 plus yrs. exp. in multiple plant preventive maintenance enrg. and cost surveys. Know: of bulk and building material mfg. Duties: serve as staff adviser to Vice Pres. in charge of mfg. for mfr. of bulk and building materials. Will advise on mechanical maintenance and maintenance cost reduction probs. Sal.: up to \$12,000 dep. on exp. Considerable traveling. Location: Headquarters: Chicago. C-2591

Mfg. Engr. Executive. Grad. M.E., E.E. or Chem. Min. of 15 yrs. in product des. methods and process development and all other basic mfg. function. Exp. should be in light mfg. industry. Should be capable of carrying major share of resp. for developing the tooling and mfg. product specification for new products. Mfgr. of automatic control devices. Sal.: \$12,000-\$18,000. Loc.: So. Wis. C-2594

Exec. Struct. Steel Detailer. High school or college pfd. Age: 30-45. 5-10 yrs. exp. detailing structural steel. Making shop detail drawings for struct. steel for industrial buildings, schools, bridges, etc. Know: shop practice, struct. enrg. design. Duties: executive-supervising detail drgs. made by 3-4 men in office plus 3-4 outside detailers, some actual drg. board work. Occasional consulta. with customer archts., enrgs. Must have personality to be administrator of enrg. work. Struct. eng. State license desirable or ability to get one. For fabricator struct. steel. Sal.: \$10,000 plus or more. Employer will neg. fee. Loc.: Chicago. C-2596

Chief Eng. Standards Mgr. M.E. Age: 35-48. 5 plus yrs. exp. with good background in manuf. and enrg. standards work. Duties: supv. setting up standards for enrg. procedures manuals, drafting standards, standards for finishes, tool requirements and minimum and maximum performance standards, cost reduction work. For mfr. of instruments. Sal.: \$10,000-\$12,000. Loc.: Michigan. Employer will pay the fee. C-2600

Gen'l. Mgr. Age: 40-50. 5 plus yrs. exp. previous exp. must include over-all administrative and sales duties of a stamping plt. producing on mass volume low cost basis as would be reqd. in automotive industry. Duties: managing a plant and business engaged in mfr. gears and stampings. Some job shop runs as well as mass production. Sal.: \$10,000 to \$12,000. Location: Chicago. Employer might negotiate fee. C-2602(a)